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LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 8th October, 1909.

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MARRIAGE.

On the 7th December, by special licence, at Hongkong, CHRISTOPHER BECKLEY MITCHELL, Captain-Superintendent of Police, Kulanu, Amdo, to MAUD AGATHA, widow of the late E. W. DE TUNZELMANN, Saragosa, B.N. [1402]

HONGKONG OFFICE: 10A, DES VŒUX ROAD C LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 8TH 1909.

LAST month we drew attention to the remarkable shift in the political centre of gravity of the entire Continent of Europe, which has followed the conclusion of the Russo-Japanese war. Though the change has followed quickly the close of that war, and though the retirement of Russia from an actively aggressive policy in Eastern Asia consequent on the conclusion of the war has been one of the factors bringing about that change, it has by no means been the only, nor even the principal, cause. An able and well-informed writer in the *Quarterly Review* for October, Mr. ANDREW CHERADAME, has taken up the subject from a French point of view, and his conclusions, agreeing in the main with our own, add one or two further points of interest, which have, moreover, come prominently to the front in the short space of time that has elapsed since the publication of the article.

We alluded to the practical effect of the shift in having practically isolated Germany from the surrounding nations, and to the immediate cause of this having been the forcible annexation by Austria of the Bosnian principalities. This step, we mentioned, was "suggested, if not altogether engineered, from Berlin," and it is noteworthy how absolutely this agrees with the

view put forward by M. CHERADAME, who attributes the step to the advice of the KAISER WILLIAM II., whose Pan-Germanic tendencies are becoming from year to year more marked. It was, as we remarked, not so much the fact of the formal annexation within the dual monarchy of the principalities that startled Europe, as to what was to follow from the method in which the act was done. Europe had come to look with-out jealousy, if not with actual approval, on Austria's administration of the two principalities; and there is little doubt that if Austria had reported to the Powers, who originally put her in possession, her desire to formally take the step of amalgamating them in the Empire, she would have gained her suit almost, if not entirely, unanimously. What the other States, with the exception of Germany alone, found occasion to cavil about, was that Austria in a matter closely affecting the European balance had essayed to act exclusively on her own initiative. This feeling, while the position was still under discussion, came to be seriously aggravated by the fact that Germany when appealed to in the regular way, not only refused to join with the other Powers, but, needlessly out of her way to assert her own entire concurrence in Austria's flouting of the public susceptibilities of Europe. As M. CHERADAME points out, this has led to an uneasy feeling throughout the Slavonic States; and in his article referred to he compares them with the Germanic States, and shows how vastly the Slavonic peoples outnumber the Germans. Not only is this true at the moment, but the natural rate of increase of the Slavonians greatly exceeds that of the others. For many years it has been notorious indeed in the States under the control of the dual monarchy, that while the Slavonic peoples were rapidly growing, the Germans showed a tendency to decrease both in numbers and influence. In Bohemia this decrease was very marked, and even in the streets of Vienna the preponderance of the Slavonic element has become very marked. Russia since her estrangement from Austria has undoubtedly been trying to take advantage of her altered position with regard to Germany to spread her influence amongst the Slavonic peoples—more especially in the Balkan States, which being in close contiguity to the Austro-Hungarian Empire can influence very seriously her own subject populations. That this is the case was very apparent during the excitement that accompanied the first steps towards annexation, when the whole of Bohemia was thrown into a ferment, the non-German majority openly allowing their sympathy with Serbia in its warlike measures. At the time Russia, hoping to be able to persuade Austro-Hungary to accept the proposed conference, gave no encouragement to the Serbian agitators. Yielding, however, to influences originating in Berlin the Austro-Hungarian Government refused to listen to these proposals, and Russia withdrew, giving open expression to her chagrin. The result has been a revival of the Pan-Slavonic agitation which some twenty years ago was agitating Europe, and was the inspiring cause of the so-called Triplice.

One of the first effects of this revival has become apparent in the national drawing together of the Balkan States outside the immediate rule of Austro-Hungary, and this has finally ended under Russian influence in the formal agreement of Bulgaria and Serbia to enter into an alliance, apparently offensive and defensive, against Austria, in which the other States, though not as yet formally, openly sympathise. Though at the moment the formal alliance has been established on peaceful lines, the revival of a Pan-Slavonic agitation is hardly less dangerous to the peace of the world than the Pan-Germanic league fostered in Berlin, should its control fall into unwise or over-ambitious hands. Meanwhile it is instructive to notice that its immediate effect has been to moderate the aspirations of the Pan-Germanist party. It must have become evident, even to the more ardent upholders of the latter party, that Germany unassisted could not afford to carry on much longer the beggar-my-neighbor policy of building up a navy capable of over-shadowing England. The present Government by its nerveless and revolutionary policy at home, supported as it was by a reactionary House of Commons, elected on false pretences in January, 1906, gave Germany every hope that Great Britain, tired of empire, was not prepared to incur the necessary expenses for upholding her superiority at sea; and would permit, without an effort to counteract it, the unlimited expansion of the German navy. So far as the Government and the present House of Commons is concerned, this hope was well founded, and neither would of its own motion have intervened. Had not the German Emperor told them that he did not

intend to disturb the peace of Europe? Surely, said Mr. ASQUITH, that ought to be enough for any reasonable man. But those who knew better than the House of Commons the pulse of the country saw that the nation did not share these puny views; and felt that to lose the command of the Seas, with an inefficient army, meant the extinction as a Power in the world of the British Empire. The growth of returning reason was slow, but it has been steady; and, at the last moment even the worst and most unsympathetic Government that ever has been in office has been forced to yield; and, unwillingly and with evil grace, set about recovering lost ground. The effect of these new conditions on the continent was curiously and unexpectedly swift. Austria found she had to husband her resources, and was not disposed to go on in such a hurry with her proposed Dreadnoughts; more markedly the late Chauvinistic Press of Germany suddenly began to think it might be advisable to listen if England made overtures, as, after all, shipbuilding was expensive. The curious part of the whole of this, which even the man in the street could interpret, was that the really effective point of the whole was lost upon Mr. ASQUITH and his friends, who fondly conceived that the changed face of Germany was really brought about by their own appeals to an imaginary code of international ethics; and that Mr. WINSTON CHURCHILL's appearance at the German military manoeuvres 'as the apostle of peace had actually won over the hard heart of the KAISER to the cause.

As we have seen above, the KAISER has had very much more serious things to ponder over than Mr. WINSTON CHURCHILL's doctrines of international ethics and the wickedness of war; and not the least of these is the very unpleasant predicament into which the following of the advice has led his newly-found ally Austro-Hungary. People wiser than Mr. ASQUITH have suggested that the renewal of work at the British dockyards, and the very plain indications given by the country at large that it was not prepared to hazard the existence of the Empire on a cast of the dice, or the little more trustworthy indication—the word of an Emperor—have had really much more to do with the change of face than all the Utopian doctrines of that very exemplary young man, Mr. WINSTON CHURCHILL. We have, however, now arrived at the crucial point of the contest between returning reason and heedless folly. The contest is the most serious that has befallen England for three centuries, but it is not meet for him that girdeth on his armour to boast as he that taketh it off.

For assaulting a hukong Mr. J. R. Wood at the Magistracy yesterday ordered a native to pay a fine of \$50, as well as \$3 compensation.

For stealing an umbrella from a passenger on the French steamer *Charles Hardouin*, Mr. J. R. Wood at the Magistracy yesterday sentenced a coolie to fourteen days' imprisonment.

The total output of the Chinese Engineering and Mining Company's three mines for the week ending 25th November amounted to 24,813.72 tons and the sales during the period to 25,885.50 tons.

A report is current that Count Wolff Metternich zur Gracht, German Ambassador in London, is shortly to be succeeded by Baron Mumm von Schwarzenstein, Ambassador at Tokyo and formerly Minister at Peking.

An unemployed master mariner named Rankin, who was found lying drunk and incapable in Fettinger Street on Monday night, was ordered by Mr. E. R. Hallifax at the Magistracy yesterday to pay a fine of \$5, the alternative being ten days' imprisonment.

The *Japan Chronicle* states that the Governors of Hyogo and Osaka and the head officials of seventeen Government offices in Kobe and Osaka have subscribed for a presentation Satsuna tea service to Mr. Henry Bonar, Consul-General at Kobe, as a token of respect and esteem, on the occasion of his transference to the corresponding post at Seoul.

We observe that Mr. F. Cloud, the American Consul at Mukden, who according to the Tokyo telegram we published yesterday has been recalled, was last week at Shanghai, and was to have left by the *Korea* for America on Friday last. According to a paragraph in a Shanghai contemporary Mr. Cloud has been transferred to the State Department at Washington. Apparently this transfer was directed before the publication of the report by Mr. Cloud which has been so much criticised in Japan.

Bishop T. A. Hendrick, of the diocese of Cebu, died last week of cholera. As many as sixty cases of cholera were reported in Cebu on November 30th, and of these 52 were fatal. A Manila contemporary says:—"It is believed that the wells on the other side of the city have become infected and steps have been taken to cleanse and thoroughly disinfect them. This is the third time in a month that the disease has appeared in this sudden and virulent form, gathering in such numbers daily." The latest reports show the epidemic to have subsided as suddenly as it came.

Mr. Denman Fuller gave an organ recital in St. John's Cathedral last night to a large and appreciative audience. The soloist was Mrs. Dudley, who was in fine voice and rendered her several numbers most effectively.

H.E. the Governor, together with H.E. Major General Broadwood and staff, dined at the officers' mess of the 13th Rajputs last night. A guard of honour and the band welcomed the distinguished visitors on their arrival.

The Viceroy of Peking has, upon the petition of the Chinese Chamber of Commerce in Indo-China, requested the Waiwun to negotiate with the French Minister in Peking for the abolition of the poll-tax on the Chinese there.

Thirteen natives appeared before Mr. J. R. Wood at the Magistracy yesterday on a charge of gambling at No. 289, Queen's Road Central. The defendants were found guilty and the two keepers of the same game were fined \$100 each, and each of the players \$5. The amount found on the table, \$592, was confiscated.

The Rev. A. R. Fuller, of Nagasaki, has been appointed an Organizing Secretary in England of the Church Missionary Society. The news has been received with sincere regret in Nagasaki. Mr. Fuller having been stationed there for more than twenty years, only leaving for home on furlough in April last.

Regret will be generally expressed that Dr. J. C. Thomson is leaving the Colony at the end of the year through ill-health. The valuable services which he has rendered to the College of Medicine during the past twenty-three years will be acknowledged on Friday afternoon when he will be presented with a piece of plate from the members of the Senate, the licentiates and the students.

The engagement is announced between Edmund F. Callaghan, of the firm of Callaghan and Co., eldest son of the late W. E. Callaghan of 13, Roland-gardens, S.W., and Mrs. Callaghan, Parkside, Ravenscourt Park, W., and Kathleen Louise (Kalla) Noble, younger daughter of the late G. E. Noble, of the Hongkong and Shanghai Bank, and Mrs. Noble, 37, Lovers-terrace, Hyde Park, W.

By kind permission of the officers the Band of the 13th Rajputs will play the following programme of music at the King Edward Hotel, during dinner, to-morrow (Thursday), weather permitting:—

March....."Pomp and Circumstance".....Lord Hume
Overture....."Mazurka".....D. E. E. Aubert
Valse....."Gold and Silver".....Franz Lelzer
Song....."Sing me to Sleep".....Edwin Green
Picaresque....."Piccolo So".....Donizetti
Selection....."Mikado".....Godfrey
God Save the King.

A great interchange of posts and many promotions in the Japanese Navy were announced on the 1st December. Six new vice-admirals and fourteen rear-admirals have been created. Admiral Togo has been appointed Naval Councillor, Vice-Admiral Kaminura Commander-in-Chief of the First Fleet, Vice-Admiral Shimamura Commander-in-Chief of the Second Fleet, Vice-Admiral Ijima Chief of the Admiralty, Vice-Admiral Urua Commander-in-Chief at the Yokosuka Naval Station, Vice-Admiral Dowa Commander-in-Chief at the Sasebo Naval Station, and Vice-Admiral Kato Commander-in-Chief at the Kure Naval Station.

The annual meeting of the Porak Sugar Company took place at Shanghai last week. At the close of the meeting Mr. W. D. Little proposed and Mr. E. H. Gore-Booth seconded the following resolution:—"That out of the amount carried forward the sum of Tk. 2,000 be appropriated for the presentation to Mr. W. V. Drummond of a testimonial, in whatever form he may choose, this as a mark of the shareholders' recognition of his long and valuable services to the company." Mr. Little referred in complimentary terms to Mr. Drummond's connection with the company as Chairman for a period of 27 years. The resolution was carried with acclamation and Mr. Drummond made a suitable reply.

To-day the Roman Catholic Church celebrates the Feast of the Immaculate Conception of the Blessed Virgin Mary. The Cathedral, which bears the same name, is especially decorated for the occasion. A High Pontifical Mass is to be officiated this morning by the Right Rev. Bishop Pozzoni, assisted by the full attendance of the clergy. The choir of St. Joseph's College will sing during the divine service and the Sanctuary will be occupied by the clergy and the seminarists. The most attractive feature on the main altar, which is richly dressed, is the twelve massive gold stars that surround the head of the huge statue of the Immaculate Virgin, and these reflected by the profusion of candles produce a brilliant effect. The evening service will start shortly after 5 o'clock.

Father Aligne, the Director of the Manila Observatory, in a lecture last week, told how the work of the Jesuits, who have been foremost in that class of studies, had commenced in the Philippines in a very humble way in 1865 by Padre Faura, the inventor of one of the most modern barometers in existence. Speaking of the work that has been accomplished within the walls of the Manila institution, he mentioned the fact that the Jesuits there hold the world's record for the measurement of clouds at high altitudes, cirrus clouds having been measured in 1897 at an altitude of over 67,000 feet. He told how the violent storms known as baguios are formed, of their destructiveness, of the number in a given time, 594 having occurred since 1880 up to date, and of the time they generally visit the archipelago.

Mr. E. M. Hobart-Hampden has been appointed Japanese Secretary to the British Legation at Tokyo.

We notice that a telegram translated by the Shanghai papers from a Chinese journal in that port says it is learnt that the Hongkong Government has granted to the American firm which recently applied for it a monopoly of the wireless telegraph business in the port for twenty-five years. This announcement is premature: the Government still has the application under consideration.

A two-days' sale of rare postage stamps took place last month at the Arbitration Room, London, when the following price was paid:—French Colonies, Pakhoi, October, 1896, the mint set complete, c. 1 to f. 10 (these stamps being the originals, not the reissues of 1903), £2 15s. The attendance was good at the Argyll Galleries on 2nd inst., when Messrs. Glendinning disposed of a number of scarce unused postage stamps, in mint state, formed by a well-known American collector. A History of Postal Stamps of Imperial Japan, 1896, fetched £8. The postage stamps included China, Hoi Hao 1902, 15c. blue on quadrille paper, mint and scarce, £1 15s., and Hongkong, 3c. on 5c. on 18c. lilac, mint and very scarce, £2 2s.

The Legislative Council of the Straits Settlements has passed an Ordinance imposing a tax of five cents per gallon on petroleum. The tax is expected to add \$300,000 per annum to the Colony's revenue. The products taxable are what are generally known as the mineral oils, but they do not include any liquid or substance which has a flashing point higher than 150 degrees Fahrenheit. All petroleum taken out of a vessel, on which it has been imported, will, unless intended for transshipment only, be taken to what is termed a dutiable petroleum store, licensed for the purpose, and when removed from the store, otherwise than for export, it must pay duty of five cents per gallon. There are eight gallons of kerosene oil in one case. The tax per case will therefore be 40 cents. By rules which the Governor-in-Council is empowered to make, a fine may be imposed for breach of such rules not exceeding \$1,000 for each offence, and an additional \$50 for each day on which the offence continues.

A *Revue du Commerce en Extrême-Orient* has commenced publication in Paris. Each article is printed in French and in English. An address to readers in the first number says:—"All travellers in Eastern Countries have been struck with the inferior state in which our trade is as compared with that of our rivals, not only in their colonies but also in our own possessions. This is deplorable and dangerous from the political as well as commercial point of view, political interests being closely bound up with the commercial ones. Does this state of things depend upon superiority of the foreign merchant over the French? We do not believe it. The French merchant's activity, affability and honesty are recognised everywhere. On the other hand, the French article is always and everywhere, prices being equal, preferred to the foreign article. If the Frenchman does not succeed where others drive a thriving trade, it is because the others are best informed of the needs and of the tastes of the native. The object of the review is to make known French products to Eastern buyers."

SUPREME COURT.

Tuesday, December 7th.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR MR. W. REES DAVIES, K. C. (ACTING CHIEF JUSTICE).

UNSATISFACTORY RICE CONTRACTS. The action was continued in which the Hang Sing firm sued Messrs. W. R. Loxley and Co. to recover the sum of \$4,274, being balance due for rice sold and delivered, while the defendants counter-claimed \$3,727.44, for breach by the plaintiffs of the terms of their contracts.

Mr. Eldon Potter, instructed by Mr. R. A. Harding, appeared for the plaintiffs, while defendants were represented by Mr. M. W. Slade, who was instructed by Mr. F. D. L. Bowley of Messrs. Denny and Bowley.

Mr. Slade was proceeding to indicate in detail the shipments of rice under the contract, when His Lordship enquired whether Mr. Potter admitted that the number of bags was correctly set forth in the schedule.

Mr. Potter—Yes, my lord. Subject to proof that this was the actual rice received in South Africa I will accept the shipment.

His Lordship—And this schedule applies to all the rice both in respect to the claim and the counter-claim?

Mr. Slade—Yes, my lord.

Mr. Potter—All I am concerned with is that my friend should identify the rice we put on board here as the rice received in South Africa.

Mr. Slade—Do you admit the transshipments? We have all the bills of lading.

Mr. Potter—That is the whole point. I certainly do not. You want me to admit the transshipments, and then you will say that if it was all right up to Durban it was all right up to Port Elizabeth.

Mr. Slade—If it was all right on board ship it was all right at Durban.

Mr. Potter—Not at all.

Mr. Slade—My friend is apparently contending that the rice was shifted on the route.

Mr. Potter—No I am not.

Mr. Slade—Do you admit the marks on the bags?

Mr. Potter—We admit that a Chinaman put some stencil marks on the bags, but we do not admit knowledge of what the marks were.

Mr. Slade—What blissful ignorance!

Mr. Potter—You may call it blissful ignorance or anything else.

Mr. Slade—Blissful ignorance, we will call it.

Mr. Potter—Substitute any other adjective you like, it is quite immaterial.

The hearing was again adjourned.

TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance, 1894.]

[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS."]

NEW AMERICAN MINISTER TO CHINA.

LONDON, December 7th.

A message from Washington states that Mr. Calhoun, an eminent lawyer, has accepted the post of American Minister to China.

HOME POLITICS.

LONDON, December 7th.

The Liberal newspapers regard the Trafalgar Square demonstration on Sunday as being one of the most hopeful indications of the extent to which the country has been aroused over the action of the House of Lords against the Finance Bill.

LATER.

The Liberal campaign continues very active.

Mr. Winston Churchill (President of the Board of Trade), Mr. Herbert Samuel (Under Secretary of the Home Office), Mr. Macnamara (Parliamentary and Financial Secretary), Mr. Runciman (President of the Board of Education), and Colonel Seely (Under Secretary of State for the Colonies) all delivered speeches yesterday.

The only notable Unionists who spoke were Baron Rothschild, Mr. Walter Long, and Sir R. B. Finlay, K.C.

CHINESE VISITORS IN ENGLAND.

LONDON, December 7th.

The Chinese Naval Commissioners have paid a visit of inspection to Messrs. Armstrong's shipbuilding works at Elswick.

ALLEGED CHAOS AT THE BRITISH CUSTOMS.

LONDON, December 7th.

All the papers deny the assertion of the "Daily News" yesterday that there is chaos at the Customs.

Mr. Laurence Guillemard, Chairman of the Customs Establishment, says the new arrangements are working with surprising smoothness.

The "Daily News" reiterates that there is confusion 'developing' into anarchy, and gives as an instance that yesterday twenty thousand pounds of tea were admitted duty free.

MR. FAIRBANKS ON BRITISH COLONIES.

Mr. Fairbanks in an interview at Ceylon said:—"We were greatly pleased with the life and activity we saw at Hongkong and struck with the solid way in which Great Britain has developed the place. We were also much interested by our brief visit to Singapore. The British Colonies in the East, so far as I have observed them, are evidently prospering. Great Britain understands the work of Colonial Government most thoroughly. We were very much struck by the development of the tin and rubber industries in the Malay Peninsula. I do not think it is generally understood how large a share of the world's supply of tin is produced there. There were some 500 tons of block tin taken on board by the *Delhi* at Penang. The rubber industry seems to be in an exceedingly flourishing condition, and there are prospects of very great development in the future."

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 7th at 11.55 a.m.—The barometer has risen moderately on the N.E. coast of China, and over Japan except in E. Hokkaido, the depression having passed to the Pacific.

Barometric changes are slight in the South. Pressure is high over N. China and Manchuria. It remains low over the S. Philippines and adjacent waters.

Fresh monsoon may be expected in the Formosa Channel and the N. part of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	N.E. winds, fresh; fine.
Formosa Channel	Same as No. 1.
South coast of China between Hongkong and Lamooka	Same as No. 1.
South coast of China between Hongkong and Hainan	Same as No. 1.

SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. E. D. C. Wolfe presided, and there were present: Hon. Mr. P. N. H. Jones (Vice-President), Dr. Fitzwilliams, Hon. Mr. A. W. Brown (Registrar-General), Hon. Mr. E. A. Hewett, Mr. A. Shelton Hooper, Colonel Bedford, R.A.M.C., Mr. Ng Hon Tsai, Dr. F. Clark (Medical Officer of Health), Dr. Pearce (A.M.O.H.) and Mr. W. Bowen Rowlands (Secretary).

CONTRACTOR FINED.

The report of the committee appointed to deal with complaints against the Kowloon cemetery contractor stated that he had been fined \$100. Regarding his fitness to carry on the present contract, the committee considered that certain portions of the work had been fairly well done, but that the disposal of the refuse portion of the contract was being done exceedingly badly. The committee therefore proposed to see what reports came in during the next month, and to report to the Board at the end of that time as to whether they considered the contractor fit to carry on his contract or not.

Mr. HOOPER—In the meantime the fine will be in abeyance?

The PRESIDENT—It will be deducted from his cheque at the end of this month.

THE CEMETERY QUESTION.

Correspondence was submitted relative to sub-divisions in the Colonial Cemetery.

Mr. HOOPER intimated—I think civil servants should be treated as ordinary residents, and no distinction made.

The PRESIDENT here announced that neither he nor the Secretary had been able to quite make out what the Hon. Mr. Hewett had written in his minute, and the President asked the writer if he would oblige by reading what he had written.

Hon. Mr. HEWETT—I think the naval and military authorities should have their own sections, as new arrivals often like to visit and care for the graves of their late comrades. I do not know whether there is any special demand for a children's section. For the rest there should be no distinction except so far as people even in death are divided by their religious convictions. This is met by providing each denomination with its own cemetery.

The VICE-PRESIDENT—Section 11 states what the sub-divisions are to be. The only question before the Board is whether the area suggested for such sub-divisions should be approved.

The PRESIDENT—I agree with the Director of Public Works. The sections have already been settled. The only question is what portion of the Cemetery shall be allotted to each section.

The REGISTRAR-GENERAL stated that all that had been settled by the bylaws.

The PRESIDENT said the bylaws stated distinctly that there should be sections for the Naval, Military, Civil Service and various other people, and the question they were dealing with at present was what the actual sections should be on the ground. The plan before the Board showed where they were at present, and in the case of the children's section, where there was not much space left, it was proposed to allot another portion. He did not think they need enter into the question as to whether Civil Servants and others should have a section, as that had been already agreed to, and the bylaws had been confirmed by the Legislative Council.

Hon. Mr. HEWETT—I have nothing to say if that question is not going to be reopened. But I think it is a mistake. I was at Home when the thing was passed.

The PRESIDENT—I understand you oppose the different sections?

Hon. Mr. HEWETT—Except the Naval and Military.

Mr. HOOPER said he found from the plan before him that the Civil Servants and the Naval and Military were all buried together.

The PRESIDENT—I think they are all close together.

Hon. Mr. HEWETT said the idea of keeping the Naval and Military apart was on account of their special grants, and because their comrades went round periodically and repaired their graves. It was much better for that reason that they should be kept together.

The PRESIDENT said it appeared to him that it would be a very difficult thing to settle this question without going down to the cemetery.

Mr. HOOPER agreed.

The PRESIDENT stated that another question which came up in connection with this was that up till now a site had always been reserved for monuments only in the cemetery. He suggested that a standing committee should be appointed to deal with cemetery questions, or that the cemetery committee already appointed to grant exhumation permits should be given power to deal with this matter and report to the Board. He certainly thought that some members of the Board should visit the cemetery before they decided on the question.

Mr. HOOPER thought that Civil Servants should be treated as residents, as they were residents to all intents and purposes. When they came out here they expected to remain as ordinary residents, but the Naval and Military were different, and he thought it was a good thing that they should have their respective plots down there. So far as the Navy was concerned, he knew that they periodically had their monuments inspected and repaired out of grants, and he thought the Military did the same.

COLONEL BEDFORD—Yes.

Mr. HOOPER thought it was a good thing to keep the Naval and Military together, and if they were bound to have a section for the Civil Service then they could have one. But he saw no reason why Civil Servants should be different to other residents, because they expected to be here as long as the ordinary resident.

The REGISTRAR-GENERAL—Longer.

Mr. HOOPER—Well, that is for ever.

Hon. Mr. HEWETT—What about these divisions of young and old residents? Does that still hold?

The PRESIDENT thought it would be better to let the Cemetery Committee report on the suggested divisions to the Board. They could also deal with the later question of permits for monuments which exceeded the size. That was the alternative to the Board adjourning in a body to Happy Valley and laying out the sections there.

Hon. Mr. HEWETT said if the whole question of sections was going to be raised he would like to make a few remarks. He knew it was a custom in some parts of the world to have a children's cemetery. He had already said that the Naval and Military should have their own sections, but for the rest he did not think there should be any division at all, and he certainly could not conceive why there should be a division between a young resident of seven years and an old resident of twenty-one years' standing. He thought the whole thing ought to be reconsidered.

The PRESIDENT—I don't think that is the question before the Board. It is merely the laying out of these plots which the Board had set apart.

Hon. Mr. HEWETT—I misunderstood you. I thought you were going to suggest that the sub-committee should raise the whole question.

The PRESIDENT replied that that was not his intention, and proposed that a committee consisting of Colonel Bedford, Mr. Hooper and himself be appointed, and that power be given them to grant excess area after due consideration in cases where monuments made at Home might possibly exceed the size allowed by a few inches. He thought that committee could go into the question of sites for the various sections and any other matters which the Board as a whole could not deal with.

The REGISTRAR-GENERAL seconded.

On the vote being taken,

Hon. Mr. HEWETT said he did not propose to vote, because he disapproved of the whole system and would much rather have the whole question raised again.

The motion was carried.

A PREMATURELY ERECTED MONUMENT.

A letter was read from Mr. C. E. Warren expressing regret for having erected a monument in the Colonial Cemetery, which had been the subject of complaint at the previous meeting of the Board, and explained that it was due to a misunderstanding.

The letter was laid on the table.

CORRESPONDENCE.

THE EYESORE ON THE PRAYA.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS,"]

Hongkong, 7th December, 1909.

SIR,—In your editorial comment on last Thursday's debate in Council you truly remarked that the speech of the Honorable the Colonial Secretary promised little improvement in the condition of things on the Praya for some time to come. That being the impression which the speech made upon me, it was only upon the strength of His Excellency the Governor's promise to investigate the matter personally, and to cause to be removed whatever can be removed, that I allowed the motion to drop. Your reference to this suggests that I was too easily satisfied. It may so turn out. But a week is too short a time in which to judge. His Excellency must have time to conduct enquiries. I regarded his undertaking and promise as important, because I believe that independent investigation will show that the debris can be removed at once from every part of the plot in question, except that portion which is leased to the Post Office contractor. The untidy remains of the now-disused tar factory, which will surely never be used again, can be removed at once, and so can the Praya Reclamation Office. The Honorable the Colonial Secretary said: "This can now be done" were his words. These words taken in conjunction with His Excellency's statement constitute a definite promise. Indolence can only creep in over the interpretation of the word "now." I am sure His Excellency will not sanction any quibbling over that. As regards the alleged necessity for the Post Office contractor remaining where he is until the completion of the new building, would it not be possible to induce him to transfer himself to the open space immediately to the West of the site? I understand that he could procure it for half the amount he pays to the Government as rent for the offending materials. If he displays resistance to the idea of moving, can it be because he fears he is being moved? He has been moved after the tenant of the P. & O. Co., whereas now he feels that he is protected by the inertia of the P.W.D. I allowed my motion to drop not because I was put off by special pleading, but because my hopes were set on the one thing needful. The one thing needful is a word of command, and His Excellency will earn the gratitude of the whole European community if, after investigation, he can see his way to give it.

Yours truly,

M. STEWART.

OPIMUM SUPPRESSION IN YUNNAN.

According to the memorial of the Acting Viceroy of Yunnan to the Throne, the growth of the poppy has entirely ceased in his province and the wholesale and retail dealers in opium have all changed their trade. As there is no more opium to be procured the smokers have either abandoned the habit themselves, or been cured of it at the Government hospital. This report has been confirmed by the investigations which have been secretly made in every town and village.

SHIPPING NOTES.

The Bank Line steamer *Aymara*, which arrived in port yesterday, took 32 days to cross the Pacific from Tacoma to Yokohama. The delay caused some anxiety at Yokohama. When she arrived there she had two black balls hoisted as a distress signal, but investigation showed that there was comparatively little damage. The captain reported that she had encountered very rough seas and a head wind, making the "beat" very slow, while the steering-gear had suffered to some extent. No other damage of moment had occurred, and the delay was common to all vessels in the same circumstances. The safe arrival of the steamer was very generally welcomed, and the Captain congratulated.

The Hamburg-America Line's *Briegtravia* went ashore outside Wooning in the vicinity of The Triplets on Saturday, the 27th ult., and was still on the mud when the last mail left Shanghai. The *Briegtravia* was bound from Japan to Shanghai. The vessel was lightered and the German cruiser *Scharnhorst* endeavored to tow her off, but without success. Nearly all her cargo has had to be discharged. The vessel was in no danger whatever, as she was resting on a solid mud bottom and it is considered impossible for her to sustain any damage from straining or other causes.

At Singapore last week as the Barber Line steamer *Salsuma* from New York to Manila was coming to her berth at Tanjong Pagar, she crashed into the bow of the Australian steamer *Guthrie*, smashing the latter's jib-boom, and making a hole in her own bows about 3 feet in length by 2 feet in breadth. The *Salsuma* is a large freight steamer of some 4,000 tons, and apparently had too much "way" on her as she was coming to the wharf. The current running in the channel at the time, the *Free Press* states, was of exceptional strength, and the probability is that something went wrong with the engines on approaching the *Guthrie*. The injury to the *Salsuma* is not serious.

The half-yearly report of the Nippon Yusen Kaisha, presented at a meeting of shareholders held in Tokyo on the 28th ult., and covering the period from April 1st to Sept. 30th, mentions that the Company's business for the period under review was still affected by dullness of trade except on some of its lines, but owing to the fall of price in coal, curtailment of expenditure and some reorganisation the management was enabled to earn profits to the amount of Y.1,440,000 against Y.1,170,000 in the previous half-year. The company's business for the period under review was still affected by dullness of trade except on some of its lines, but owing to the fall of price in coal, curtailment of expenditure and some reorganisation the management was enabled to earn profits to the amount of Y.1,440,000 against Y.1,170,000 in the previous half-year. The company's business for the period under review was still affected by dullness of trade except on some of its lines, but owing to the fall of price in coal, curtailment of expenditure and some reorganisation the management was enabled to earn profits to the amount of Y.1,440,000 against Y.1,170,000 in the previous half-year.

The statement of accounts shows:—
Brought from last account ... Y. 190,648
Gross profits for the past half-year 1,441,608
Total ... 1,632,256
To reserves ... 72,080
" bonus ... 59,566
" dividend (10 per cent. per annum) 1,100,000
Carried to next account ... 400,710

With regard to the Company's European service, the report mentions that the steamer did not suffer from scarcity of cargo on outward voyages, but owing to the commercial depression in Japan their holds were not full of goods on the homeward voyages, they having endeavored to ship even pig-iron, the freight on which is very low. The employment of the new steamers of 8,500 tons each, however, caused an increase of passengers for all classes of accommodation. Eighteen steamers are now on the European line. As to the Company's American line, the report states that in the period under review trade conditions were the worst since the opening of this line, both outward and homeward voyages being unremunerative. The unprecedented dullness is attributable to increased American railway freights, the poor wheat crop in America and the boycott of Japanese steamers by Chinese. The *Tosa-maru* (5,825), on her homeward voyage in July carried only fifteen tons of cargo, so that she and another steamer, out of six American liners, were withdrawn from this and transferred to other lines. Freight traffic between Japan and Australia slightly improved as compared with the previous half-year, but though passenger traffic was good and the line was subsidized, the three luxurious steamers employed on this line did not pay. As for the Bombay line, the results of business were more satisfactory than in ordinary years, the liners having carried large quantities of raw cotton and cotton yarn homeward.

With regard to the N.Y.K. services in Eastern waters, the report says nothing has occurred calling for remark. Mention, however, is made of the discontinuance of Messrs. Butterfield and Swire's Shanghai-Japan service, and "the Shanghai line is again monopolized by the Nippon Yusen Kaisha. As to the coasting service, the report says the cargo boats were well patronized. The Company secured more successful results than in the corresponding period of the previous year by transferring large steamers from foreign lines. Suffering from the competition with the Imperial Railway Board, which lowered freights, and from the activity of other Japanese steamship companies, the Company had to lower its tariff.

About seven o'clock last Wednesday evening a rather serious and fatal collision occurred near the entrance to the Astrak Channel, at Shanghai, as a result of which a tug *Jaun*, belonging to the Franco-Dutch Dredging Company, the Whangpoo Conservancy contractors, was sunk and her captain, C. V. d'Honnell, and two Chinese sailors were drowned. The str. *Ningshao*, Captain Bell, was passing down the Astrak Channel when she met the tug *Jaun* coming up.

The *Jaun* was struck on the port side and very badly damaged, but fortunately she was pushed by the *Ningshao* well over toward the left bank out of the deep water channel, before she settled down. The *Ningshao* was also badly damaged, having a hole stove in one side of her bow, just above the waterline, and she returned to Shanghai. After her cargo has been discharged, she will undergo repairs. It is thought that the *Jaun* will be refitted without much difficulty.

Japanese papers report that the steamer *Prosper* has arrived at Vladivostok with the crew of the British steamer *Egypt*, which had been destroyed by fire. The name of the unfortunate steamer has apparently suffered in translation from the Japanese, as we cannot trace the name, as given, in the mercantile list. The men are reported to have told a very extraordinary story. The *Egypt* (?) they say was loaded with 2,000 tons of timber, belonging to the Gley Company. On leaving Imperatorsky Port, the engine-room hands called the captain's attention to the extraordinary heat in the engine-room and expressed the opinion that the coal in the bunkers had caught fire, in which case it was dangerous to proceed on the journey. The captain, it is alleged, paid no attention to the representations of the men and continued the voyage. Meanwhile the heat gradually increased, until it was almost impossible for the stokers to work. In these conditions the steamer proceeded for eighty miles from the port. The men then endeavored to induce the captain to return, but he still declined to listen to their advice. The crew then lost patience, and forcibly removing the captain from the bridge, placed the vessel in charge of the mate, ordering him to proceed to Imperatorsky Port. The vessel was accordingly turned and brought back. By this time there was no doubt the vessel was on fire, as smoke was issuing from the coal-holds. On the port being reached an attempt was made to open the sea-cocks, in order to sink the ship, but they were stopped up. The steamer continued to burn for ten days, until the 18th November. An action has been filed in connection with the loss of the vessel (presumably against the captain). The crew were summoned to appear at the British Consulate in Vladivostok on their arrival at the port.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Council is called for tomorrow, the "Orders of the day" are as follows:—

Third reading of the Bill entitled An Ordinance to amend the Law relating to Trade Marks.

Second reading of the Bill entitled An Ordinance to amend the Stamp Ordinance, 1901.

Second reading of the Bill entitled An Ordinance to amend the Code of Civil Procedure.

Second reading of the Bill entitled An Ordinance to amend the Squatters' Ordinance, 1890.

Second reading of the Bill entitled An Ordinance to exempt Crown Leases in respect of Foreshore and submerged lands in the New Territories from a certain condition imposed under the Foreshores and Sea Bed Ordinance, 1901.

Second reading of the Bill entitled An Ordinance to amend the Wireless Telegraphy Ordinance, 1903, and the Wireless Telegraphy Ordinance, 1909.

Second reading of the Bill entitled An Ordinance to amend the Order and Cleanliness Ordinance, 1867.

Second reading of the Bill entitled An Ordinance to amend the Liquor Licences Ordinance, 1898, and the Liquor Licences Extension Ordinance, 1908, and to repeal the Liquor Licences Amendment Ordinance, 1902.

Second reading of the Bill entitled An Ordinance to amend the Tramway Ordinance, 1902.

Will not be proceeded with at this meeting.

RADIUM AND EARTH HISTORY.

In the early days of radium Professor Joly suggested that its presence in the earth might retard its rate of cooling, and thus permit a longer time for earth history than Lord Kelvin was prepared to allow. And when it became possible to measure the actual amount of radium in the earth's crust, and to determine accurately its heating powers, the means were at hand to calculate the exact value of its effect in keeping the earth warm. And the remarkable result was arrived at that not only is the radium in the earth sufficient to prolong indefinitely its cooling, but that it ought to be actually raising its temperature!

To escape the difficulty suggested by this result it is thought by some that the radium content of the mass of the earth must be less than that of the rocky crust which has been determined by observation. But there seems to be no *a priori* reason for supposing this, nor has any diminution of radium with depth been observed in the rocks which have been examined. And in his "Radioactivity and Geology," Professor Joly suggests an interesting alternative. Let us suppose that the one-billionth of its mass of radium, which has been determined as the proportion for the rocky crust, is continuous throughout the earth. This need not imply a never cooling earth, for, as Professor Joly points out, the deeper parts of the earth are thermally isolated for immense periods from the surface.

Thus the interior parts of the earth may go on rising indefinitely in temperature without any evidence of the heat reaching the surface. If the requisite amount of radium is present they must be doing so now. This may go on indefinitely for untold ages until an enormous internal temperature is attained. But it cannot go on for ever. Some day the great internal heat reservoir must, as it were, burst its bonds. There will be a flow of heat outwards in all directions to the surface, and the earth will be reduced again to its original molten state.

Such, suggests Professor Joly, may be the end of the present geological age, and with such another melting up of a cooled globe may it have begun. The geological record may not date from the solidification of the original fiery mass, but from a radium melting. And there may have been many such meltings and beginnings again of new geological ages.

WANCHAI CHURCH.

ANNUAL MISSIONARY MEETING.

The annual missionary meeting was held at Wanchai Wesleyan Church on Monday. This was the last of a series of meetings. All have been splendidly attended, the Church being quite full on Sunday night when Dr. Anderson preached on "The unsearchable riches of Christ."

At the meeting on Monday there were about 200 persons present. Mr. J. C. Joughin took the chair. After the Rev. T. W. Scholes had led the meeting in prayer the Rev. J. A. A. Baker gave an outline of the growth of the work carried on by the Wesleyan Missionary Society for the past 96 years. The Methodist Churches in Canada and Australia, which are among the first in point of numbers and influence in those Colonies, were started by missionaries of this Society; now they are self-supporting and have missions of their own. At present the Society has 331 missionaries working in all parts of the world. The success in the foreign field turned the decrease in Church members in Great Britain into an increase of the Church as a whole. At Wanchai the missionary spirit is very strong. The *Foreign Field* (the monthly missionary publication of the Society) which is sold with an inset containing 6 pages of printed matter recording the doings of the Church and S. & S. Home, has, through the efforts of Mr. Makham, a circulation of 100 monthly, the majority of these being taken by sailors and soldiers.

The Chairman, Mr. JOUGHIN, then gave an address. He said that before he came to Hongkong he was strongly prejudiced against missionaries, and he had formed his opinions from "fearful men." He had found now that most of these men had scarcely ever been off the sea-front and had picked up and believed any idle stories that were being circulated. How easy it was to come to China and see practically nothing of missionaries and their work. He had been to North China, and wherever he went he tried to find out the truth about missionaries and their work. He had seen enough in Hankow alone to convince him of the good work that was being done. Mr. Joughin then gave incidents he had seen in Dr. Anderson's work in Wuchow and that of Dr. Anderson's in Fatsien, which had made him a strong believer in the work. As this was the last occasion he might have to say publicly what he wanted to, he wished to say that the time he has been associated with Wanchai Church has been one of great joy; if it were not for the strength and help he had received at the services here in times of temptation and trial he would have failed. When he and his wife returned to England they would do their best to break down the prejudice that existed in many parts against missionary work and to help forward the work. It was a strong and outspoken utterance and was listened to with close attention and appreciation.

The Rev. WERNER ANDERSON, M.D., who has charge of the large hospital in Fatsien, then addressed the meeting. He said foreign missionary enterprise was vital to the success of any Church. Lord Curzon had written that the selection of a single text from the preaching of the Founder of the Faith as a basis of movement against all other faiths is to be condemned. Dr. Anderson pointed out forcibly that to imagine that missionary work is done simply because Our Lord said, "Go ye into all the world and preach the Gospel," is a mistake. Our defence of our work was not simply that Our Lord had given a command. The whole genius of the New Testament is such that the Church established by Jesus Christ is bound to be world-wide in its operations. He said that Church history vindicated the policy of missionary work, for whenever a Church put that work in the front that Church succeeded and its life at home was vigorous. Their object was not to make Methodists, but simply to make devoted followers of Jesus Christ. The work was not easy and to do it they wanted the most brilliant men they could get and men full of passion.

The Doctor then went on to picture to the audience the way the work was done, giving many illustrations, some of them very humorous, but they all shed light on the main truth he brought home to the hearts of his hearers. He showed the difficulty and discouragement that attended preaching, such as when one has been preaching with all one's heart and soul; sometimes the only result seemed a comment on the preacher, "what tight trousers he wears." He advocated self-supporting hospitals, and passed on to show the need of educational work. China believed to-day that if she was educated she would be saved. Her education was undermining her belief in idols. We have an unparalleled opportunity to influence her at the present time; the danger was that in giving them universities we should simply give them a great power without giving them character—the need of Christian teaching. A fine address was brought to a close by an earnest appeal for consecration to this great work.

If large congregations, enthusiasm, good collections and good speaking can make a successful anniversary, then Wanchai Church has had a very successful anniversary. The Missionary Society will benefit to the extent of \$170 by these meetings.

THE MERRYMAKERS.

A large and appreciative audience was present at the Theatre last night when the Merry Makers again made merry with their variety entertainment. Encores were the rule but the "Quaint Singer of Quaint songs" brought the house down, as did Harry Lipden, and it was not until each had made several responses that they were allowed to go. As on the opening night the selections by the Musical Thoms and the equilibrium feats of Zeno the marvel met with a hearty reception, the "take offs" of Zeno's assistant being extremely funny. Alice Hope in her rendering of "Comin' thro' the Rye" took well, as did Ruby Elmore, Ida Berridge and the Rosebuds, the dancing of the latter being cleverly executed.

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THE JAPANESE LAND TAX.

The Tokyo correspondent of the *Times* writes—

The tendency of history to repeat itself seems likely to be vividly illustrated in the approaching session of the Japanese Diet. When the doors of the Lower Chamber were opened for the first time in 1891, there were found on the benches a large body of members representing the agricultural interest, and therefore pledged to advocate a decrease of the land tax, together with a reduction of official salaries, the economy effected by the latter measure to be set off against the loss of revenue resulting from the former.

The land tax has always been the chief item of State income in Japan. During the feudal epoch each fief ranked according to its yield of rice, and the fiefs were designated by the number of *koku* (1 *koku*=5 bushels approximately) they produced, a fudatary being spoken of as a "*Daimyo* of so many *koku*." This did not mean that he possessed a revenue of that number of *koku*. It meant that the total produce of his fief was so much, and of that he took a fraction of from one-third to one-half for administrative purposes and for his own uses. One of the first acts of the *Meiji* Government was to cause a rapid survey to be made of the land throughout the Empire, and the taxable value having then been fixed at about one-half of the market price, 3 per cent. of the former was taken by the Treasury and 1 per cent. for purposes of provincial expenditures, the total impost being thus 4 per cent. of the nominal value of the land, or 2 per cent., approximately, of the market price. It was enacted that reassessment should take place at intervals. But it never did take place. The rate of taxation was lowered subsequently from 3 to 2½ per cent., but in spite of the steady and rapid appreciation of values, the original assessment stands to-day just where it stood at the time of its completion in 1876.

THE PRESENT SITUATION.

Then came the war with Russia. All taxes had to be sharply raised. From 2½ per cent. the land tax jumped to 5 per cent. for agricultural lands, 8 per cent. for building lands, and 5½ per cent. for other kinds. The nation cheerfully paid this impost as a temporary necessity, and has continued to pay it, but that there is disappointment at the permanence of the war rates cannot be doubted. Of that disappointment certain politicians seem disposed to take advantage, especially since the Budget for 1910-11 contains an appropriation of 1½ millions sterling for the purpose of augmenting official salaries, which during 40 years have remained at their original low figure, though the cost of living has more than doubled.

Here, then, is a replica of the situation which confronted the first Diet—official salaries against land tax. The politicians would be more than human if they neglected such an opportunity of carrying popular favour. As a matter of fact, the land tax, even at war rates, stands no higher than it did 35 years ago. The average amount levied in the four years ended 1874 was 64,000,000 yen (26,400,000 £), and the average amount levied in the last four years was 70,000,000 yen, so that the tax represented 1.110 approximately of the value. To-day the tax yields 118,000,000 yen (£118,000,000 £), and the value of the land aggregates 13,000,000,000, so that the rate is 1.111. But such calculations do not weigh with the man in the street, to whom the political agitator appeals. It looks very probable that the old question may be resurrected by the Opposition in the approaching session. Everything will then depend on the attitude of the (*Seiyun*). They have made no sign yet, nor is there any reason to suspect that they aim at the downfall of the Katsura Cabinet. But they may find it difficult to range themselves against an agitation which would appeal so forcibly to the masses.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Buelow*, carrying the German Mails with dates from Berlin of the 17th ult., left Colombo on the 5th inst. morning, and may be expected here on or about the 16th inst.

The I.G.M. str. *Goeben*, which left here on the 3rd inst. at 7 a.m., arrived at Shanghai on the 6th inst. at 10 a.m.

The C.N. Co's str. *Chenan* left Shanghai on the 5th inst. and may be expected here on or about the 8th inst.

The C.P.R. str. *Empress of Japan* arrived at Shanghai at 9 p.m. on the 6th inst., and left again at 7.30 a.m. on Tuesday for Hongkong, where she is due to arrive at noon to-morrow.

The C.F.R. str. *Empress of India* arrived at Shanghai at 7.30 a.m. on the 7th inst., and left again at 6 p.m. same day for Negasqui, where she is due to arrive at 7 a.m. on the 9th inst.

The H.A. Line str. *Scandia* left Singapore on the 7th inst. a.m., and may be expected here on or about the 13th inst.

BANKS

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HANDELSBANK.**
(NETHERLANDS INDIA COMMERCIAL BANK).
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Authorized Capital	Fl. 15,000,000 (£1,250,000)
Subscribed Capital	Fl. 12,750,000 (£1,031,500)
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12 months	4% per annum.
6 "do."	3½ "do."
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C. WOLDRING, Manager,
No. 16, Des Vœux Road Central.
Hongkong, 4th August, 1909. [26]

(INCORPORATED BY SPECIAL IMPERIAL

Capital Subscribed (paid up) Yen 5,000,000
Reserve Fund Yen 1,500,000

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Hongkong, 10th September, 1909. [1362

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For 6	4	"
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J. R. M. SMITH,
Chief Manager.

Kobe, 12th January, 1907. 21



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NEW DOCK NOW OPEN.
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Length on Blocks	714 "
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Width of Entrance on Bottom...	89	"
Water on Blocks at Spring Tide	34	"
DOCK No. 1.		
Extreme Length.....	523	feet.
Length on Blocks.....	513	"
Width of Entrance on Top.....	88	"
Width of Entrance on Bottom.....	77	"
Water on Blocks at Spring Tide	6	"
DOCK No. 2.		

Length of Blocks	571 feet.
Width of Entrance of Top	350 "
Width of Entrance on Bottom	66 "
Water on Blocks at Spring Tide	53 "
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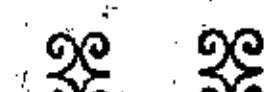
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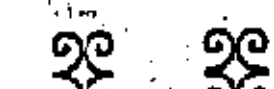
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You will appreciate the feeling of thorough purification ensured by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

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BILLIARD TABLE MAKERS AND IVORY TURNERS,
BOMBAY.

[1134-2]

INTERNATIONAL WALKING MATCH AT SHANGHAI

The sixth international walking match took place at Shanghai on November 28th in ideal conditions. The "Irish" team, consisting of the course hard and dry. There were 23 starters in the event, and the total length of the course was 18 miles. The competitors were despatched at eight o'clock in the morning, and when the greater part of the course had been covered it became apparent that Amar Singh had the race well in hand, as walking in easy style he gradually increased his lead. But interest was by no means at an end, for it was evident that there was going to be a close struggle for the team prizes between Ireland and England. The N.C. Daily News report says:—

At about 10.43 a.m. Amar Singh went past the winning post in fine style, his time being 2h. 45m. 17s., against the best previous time for the same course of 2h. 46m. 12s. The Indian was received with a burst of cheering, and as he passed the stand with a nice swing the applause grew louder and louder. After a wait of about four minutes T. Dunne made his appearance, finishing in good style in 2h. 49m. 30s. After a lapse of two minutes T. Wade put in an appearance, then followed W. Leigh and J. H. McCubbin, almost together. McCubbin tried to get on even terms with the other Englishman, but he was not equal to the task. The hopes of the supporters of the English team now rose high, as they had three men in one Irishman. But these hopes were somewhat shaken when a minute or two later C. Colloco came in and then B. P. Dunne and Con Hamilton. It now looked as if Ireland had won, but as individual walkers did not count in the team competition, there was still a chance of England snatching the victory from the Irishmen if they could get their fourth man in before the Portuguese team. G. McLoon and J. Gilles, individual walkers, next passed the post and then C. Colloco, Portuguese. Excitement now reached its height, as D. Campbell had to hurry if his team was to win. All doubts were soon put at rest, however, as Campbell was seen walking down the grass; he finished well in 3.01.52.45. The second Portuguese, M. J. Colloco, followed, and then J. M. D. Pringle, an individual walker, with F. A. M. Almeida next. Two minutes later Mr. Gerrard brought in the only Chinese competitor, who, it was stated, had only trained for eight days. The time limit elapsed before the fourth Portuguese entered the final stretch, and it was not until after twenty minutes past eleven o'clock that he was sighted. Meanwhile Ant. Albini and Louis Dufour had completed the course.

The team competition, therefore, resulted as follows:—
1. English Team ... 2+3+4+9=18
2. Irish ... 1+5+6+7=19
3. Portuguese ... 8+10+11+12=41
The order in the team competition was:—
1. T. Dunne, Irish; 2. T. Wade, English; 3. W. Leigh, English; 4. J. H. McCubbin, English; 5. C. Colloco, Irish; 6. P. J. Dunne, Irish; 7. Con Hamilton, Irish; 8. C. Colloco, Portuguese; 9. D. Campbell, English; 10. M. J. Colloco, Portuguese; 11. J. M. D. Pringle, English; 12. C. Aguirre, Portuguese; 13. G. McLoon, Irish; 14. J. Gilles, Portuguese; 15. F. A. M. Almeida, Portuguese; 16. N. T. Ching, Chinese; 17. N. T. Ching, Chinese; 18. Ant. Albini, Italian; 19. Louis A. Dufour, French; 20. C. Aguirre, Portuguese.

It is worthy of note that although only five Irishmen took part in the race they obtained nine prizes—four team and five individual.

The order and times of the individual competitors were as follows:—

1. Amar Singh Individual ... 2.45.17
2. T. Dunne Irish ... 2.49.28-3/5
3. T. Wade English ... 2.51.04-4/5
4. W. Leigh ... 2.52.41-2/5
5. J. H. McCubbin ... 2.52.46-1/5
6. C. Colloco Irish ... 2.53.19-2/5
7. P. J. Dunne ... 2.54.21-1/5
8. Con Hamilton ... 2.54.48-3/5
9. G. McLoon Individual ... 2.55.56-4/5
10. J. Gilles ... 2.56.17-4/5
11. C. Colloco Portuguese ... 2.56.44
12. C. B. Greenburg Individual ... 2.59.39
13. D. Campbell English ... 3.01.52-4/5
14. M. J. Colloco Portuguese ... 3.06.12-4/5
15. J. M. D. Pringle Individual ... 3.06.52-5/5
16. F. A. M. Almeida Portuguese ... 3.11.36-3/5
17. N. T. Ching Individual ... 3.13.18-2/5

Outside the time limit:
18. Ant. Albini Individual ... 3.20.33
19. Louis A. Dufour ... 5.23.03
20. C. Aguirre Portuguese ... 3.23.41

THE PERILS OF THE TAKLAMAKAN.

In the concluding part of Dr. Stein's narrative of his perilous journey across the "Sea of Sand" in the November number of *Travel and Exploration*, the interminable search for water is vividly described. The author brings home to the most unimaginative reader the inherent perils of this waterless waste. The sullen despair of his Shahrat attendants as they labour again and again at the hopeless task of digging wells in the frozen soil, sometimes reaching a depth of sixteen feet in vain, is described vigorously and with dead tangling clumps on the top, closed around us. Nowhere a living bush or tree. Vainly I climbed up the sand-dunes and ridges to catch a glimpse of the river-bed which we had been following. Yet suddenly, when the sun was setting, we emerged once more on a short reach of open river-bed. Was it the same we had followed in the morning or another channel of this confusing delta? Little it mattered as things now stood. A look at the few patches of dry clayey soil across the bed showed that here no hope of reaching water here. Yet the men, driven by thirst, settled down in sullen despair to dig a well. After eight feet or so no trace of moisture appeared, and the work was stopped.

"It was a dismal enough camp. Nothing to eat for the camels but the branches of some old Toghrahs still alive by the banks. How glad I was that the patient, hardy animals, upon the strength of which our safety depended, took kindly to the twigs I had cut down for them! No doubt the sap in the latter was refreshing. Even our hard-ried ponies, which had tasted no water for three days, munched this strange fodder greedily.

"Three much reduced nags and two iron tanks full of ice represented our available water supply, sufficient to see us humans through six more days, if rations, as for some days back, were kept limited to about one pint per diem per man. It was a small enough allowance, considering that food, too, had to be prepared with it. With some salt-restraint it allowed the worst of thirst. But how was one to preach restraint to weary and imprudent people like our Shahrat men? Some of them quaffed off their water ration almost as soon as it had been poured into their gourd."

How TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crime Charmante, Lait Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents [1453]

HARRIMAN'S EPIGRAMS

SOME OF THE LATE FINANCIER'S TERSE AND POINTED SAYINGS.

The late B. H. Harriman had a terse habit of expression. Some of his beliefs and opinions are set forth in the following passages chosen from a multitude of interviews and speeches:

No man is absolutely necessary, or even very important. If I did quit nothing would happen. This world is full of men ready to take the place of anyone. The fellow who takes hold where I leave off will go right ahead. Nothing will happen if I let go. Trains will run just the same, dividends will be earned as before; so it is ever with man.

As I grow older I am beginning to think more of my fellowman.

I have worked hard because I like the doing of things.

Grasp an idea and work it out to a successful conclusion. That is about all there is in life for any of us.

Every tide has its rise and fall and one would be living in a fool's paradise not to take the oblique consideration in figuring out his future requirements.

The first law of all our civilization is the co-operation of all individuals to improve the conditions of life.

To achieve what the world calls success, a man must attend strictly to business and keep a little in advance of the times.

There are two things that menace the prosperity of this country—idle money and idle labour. The one is as mischievous as the other.

Fifty years from now 5 per cent. return on capital will be considered as good as 10 per cent. now. But that need not worry you or me.

We have had monkey dinners and the idle and foolish vapourings and rants of society. Now is the time for less champagne and truffles and more roast beef and milk.

Marriage is not essentially a business proposition. In fact, it never should be regarded as such. But nevertheless marriage often plays an important part in the race for what is commonly called success.

Success is the accomplishment of any one task as well or better than the same task can be accomplished by another.

To the young man who would be a success in life I would give these hints: Always courteous, always be friendly, and do the best you can under all circumstances. When you marry choose a good woman, a co-operative woman, one who will interest herself in whatever work it may be incumbent upon you to do.

In choosing men, I don't notice the cut of their clothes so much as the shape of their heads.

An automobile is the greatest doctor and drug store in the world. It gives one air, makes him forget, exhilarates him. I wish they would make a car of such material that it could be proved with the way of getting well.

I have often wondered whether it was worth while this thing of placing one's whole nerves and physical force into works of such huge enterprises. I have longed for the shade, rest and comfort. But there is something in man that makes him want to go on, to finish what he has started.

The people have the get-rich-quick bacillus. It's a fearful disease. It's the only menace to this country.

I truly believe that if wives were to take more interest in their husbands' affairs we would have a happier world.

What sensible man doesn't believe in God? Religion saves and advances civilization.

KEATING'S LOZENGES

Keating's Lozenges

THE WORST COUGH

One gives relief. An increasing sale of over 40 years is a certain test of their marvellous value.

Sold in bottles everywhere.

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LADIES' SAFE REMEDY

For functional troubles, delayed pain and those irregularities peculiar to the sex.

Prescribed by the highest French medical authorities and superior to Tasecy, steel Drops and Penny royal.

CHAPOTEAUT, 8, rue Vivienne, Paris.

Sold by all Chemists.

1454-3

THE NEW FRENCH REMEDY.

TRADE MARK

This successful popular remedy, used in continental hospitals by Ricord, Kossel, Jobert, Volp and others of the highest repute, has been employed.

THERAPION No. 1

is a remarkably short time, after a few days only, removes all discharges, superfluous injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.

THERAPION No. 2

for blood poisons, bad legs, spots, blotches, eczema, skin and swelling of joints, secondary syphilis, ulcerations, gonorrhoea, etc. It purifies the whole system through the blood, and thoroughly eliminates all poisons and matter from the body.

THERAPION No. 3

for rheumatism, sciatica, neuralgia, etc. It possesses surprising power in restoring strength and vigor to those suffering from exhausting diseases.

THERAPION is obtainable of principal Chemists of the London Dispensary Co., Harrold Street, London, E.C.1.

The above Trade Mark is a facsimile of words. This paper is prepared on British Government Stamp which is on every genuine package.

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, January to June 1909. With INDEX. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 9th August, 1909.

BY APPOINTMENT TO HIS MAJESTY THE KING,

BOVRIL

No matter what we may say about Bovril, nothing can speak so strongly to you as an actual trial of Bovril itself.

Bovril contains all the goodness of prime beef in highly condensed form.

[70-2]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

S.S. "MACEDONIA."

(10,500 TONS.)

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 19th, 1910, STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT:—

MARSEILLES - - - - - APRIL 16TH.
LONDON - - - - - APRIL 23RD.

FARES TO LONDON:—

1ST SALOON £71.10 SINGLE; £106.14 RETURN.
2ND " £48.8 " £72.12 "

For Further Particulars, apply to

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SOUTH MANCHURIA RAILWAY CO.



SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

WINTER SCHEDULE.

(EFFECTIVE FROM OCT. 28th, 1909).

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st-class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamship Service by the S.S. "Kobe Maru" and "Sakio Maru" (2,877 tons each) as follows:—

NORTH-BOUND			
Leave—Shanghai (Steamer)	Arrive—Dairen	Thursday Saturday	Saturday or Sunday
Ar. — " " " "	Ar. — " " " "	Sunday	Monday or Tuesday
Ar. — Mukden	Ar. — " " " "	" " "	" " "
Ar. — Changchun	Ar. — " " " "	" " "	" " "
Ar. — Harbin (Russian Train)	Ar. — " " " "	Monday	Wednesday Saturday
Ar. — " " " "	Ar. — " " " "	" " "	" " "
Ar. — " " " "	Ar. — " " " "	" " "	" " "

Connecting at Harbin with: State Express for Moscow, Wagon-Lits for Moscow, State Express for St. Petersburg.

SOUTH-BOUND.				
Connecting at Harbin with {		State Express from St. Pet'g.	State Express from Moscow.	Wagon-Li from Moscow
Leave—Harbin	(Russian Train)*	11.25 a.m.	Tuesday	Thursday
Arrive—Changchun	(")	9.40 p.m.	"	"
Lv —	" " " "	10.00 p.m.	"	"
Ar.—Mukden ...	" " " "	5.08 a.m.	Wednesday	Friday
Lv.—	" " " "	5.20 a.m.	"	"
Ar.—Dairen ...	" " " "	3.00 p.m.	"	"
Lv.—	" " " "	"	"	"
Ar.—Shanghai (Steamer)	" " " "	"	Friday	Sunday
Ar.—	" " " "	"	"	Tuesday

*Russian Train Time is 23 minutes earlier than S. M. R. Time.

TICKET AGENCIES—The Company's Railway and Steamship Tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co. and Messrs. Thos. Cook & Son.

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"PRINCESS ALICE" - 10,911 - ON MARCH 23RD.
Capt. P. GROSCH.

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Early Booking Recommended,
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[1226]

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA Capt. B. W. H. Snow	About 10th Dec.	Freight and Passage.
LONDON via USUAL PORTS	HIMALAYA Capt. L. E. S. Spicer, R.N.R.	Noon, 11th Dec.	See Special of Call.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NORE Capt. G. Phillips	About 15th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE, SYRIA and YOKOHAMA	Capt. D. C. Gregor, R.N.R.	About 18th Dec.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 7th December, 1909.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
AMOI, FOCHOW and SHANGHAI	"KWANGSE"	On 8th Dec, 4 P.M.
TSINGTAI, WEIHAIWEI and CHEFOO	"NANCHANG"	On 9th Dec, 4 P.M.
SHANGHAI	"LINAN"	On 9th Dec, 4 P.M.
SHANGHAI	"CHINHUA"	On 12th Dec, D'light
MANILA	"CHENAN"	On 14th Dec, 3 P.M.
SHANGHAI	"CHENAN"	On 16th Dec, 4 P.M.
MANILA	"ANHUI"	On 19th Dec, D'light

THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.

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These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

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INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
TIENTSIN and CHINGWANTAO	"CHEONGSHING"	Wed'ay, 8th Dec, Noon.
SHANGHAI	"YATSHING"	Thursday, 9th Dec, D'light.
SHANGHAI via SWATOW	"HANGSANG"	Friday, 10th Dec, Noon.
MANILA	"LOONGSANG"	Friday, 10th Dec, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Saturday, 11th Dec, Noon.
SHANGHAI	"KWONGSANG"	Sunday, 12th Dec, D'light.
MANILA	"YUENSANG"	Friday, 17th Dec, 4 P.M.
SEHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG"	Sunday, 26th Dec, D'light.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Thursday, 6th Jan, Noon.

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OCCUPYING 24 DAYS.

The Steamers "KUTSANG", "NAMSANG" and "FOOSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

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EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC Co., LD. GOTHENBURG.

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SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
TAKAO, SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 23rd December.
COPENHAGEN, GOTHENBURG and BALTIC PORTS	"CANTON"	About end of Dec.
MARSEILLES, HAVRE, COPENHAGEN and BALTIC PORTS	"SIAM"	End of January, 1910.

For Further Particulars apply to

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STEAMERS	FOR	LEAVING.
"HAIMUN"	SWATOW	WED'DAY, 8th Dec, at 10 A.M.
"HAIYAN"	SWATOW, AMOI and FOCHOW.	FRIDAY, 10th Dec, at 10 A.M.
"HAIYANG"	SWATOW, AMOI and FOCHOW.	TUESDAY, 14th Dec, at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

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Hongkong, 8th December, 1909.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	HIRANO MARU Capt. H. Fraser	9,000	WED'DAY, 22nd Dec, at Daylight.
	TANGO MARU Capt. A. Christiansen	8,000	WED'DAY, 5th Jan, at Daylight.
	KAMO MARU Capt. F. L. Sommer	9,000	WED'DAY, 19th Jan, at Daylight.
VICTORIA B.C. & SEATTLE (INABA MARU leaving Hongkong 8th Jan, due Kobe 13th Jan, connects) ...	AWA MARU	6,500	WED'DAY, 19th Jan, from YOKOHAMA.
VICTORIA B.C. & SEATTLE (NIKKO MARU leaving Hongkong 19th Jan, due Kobe 25th & Yokohama 27th Jan, connects) ...	SANUKI MARU	6,500	SATURDAY, 29th Jan, from KOBE.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winckler	6,000	FRIDAY, 24th Dec, at Noon.
	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 21st Jan, at Noon.
YOKOHAMA (Direct)	TANGO MARU Capt. A. Christiansen	8,000	WED'DAY, 8th Dec, at Noon.
SHANGHAI, MOJI and KOBE	YETOROFU MARU Capt. K. Soyeda	4,500	FRIDAY, 10th Dec, at Noon.
KOBE and YOKOHAMA	AWA MARU Capt. A. Keith	6,500	SATURDAY, 11th Dec, at Daylight.
BOMBAY via SINGAPORE and COLOMBO	BINGO MARU Capt. G. C. Hurry	6,500	THURSDAY, 16th Dec, at Noon.
NAGASAKI, KOBE and YOKOHAMA	MISHIMA MARU Capt. A. E. Moss	9,000	SATURDAY, 18th Dec, at Daylight.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	5,000	WED'DAY, 22nd Dec, at Noon.

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For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER.

Hongkong, 8th December, 1909.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

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EAST ASIATIC FREIGHT SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITTS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

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OUTWARD.	FOR HAVRE, ROTTERDAM & HAMBURG:
S.S. SCANDIA ... 15th Dec.	S.S. SILESIA ... 13th Dec.
S.S. BRASILIA ... 5th Jan.	FOR ROTTERDAM & HAMBURG:
S.S. SEGOVIA ... 15th Jan.	S.S. ARABIA ... 20th Dec.
S.S. SAMBIA ... 2nd Febr.	FOR HAVRE & HAMBURG:
S.S. ANDALUSIA ... 9th Febr.	S.S. SENECA ... 1st Jan.
S.S. SAXONIA ... 17th Febr.	FOR MARSEILLES & HAMBURG:
S.S. C. FERD. LAETZ ... 27th Febr.	S.S. SUBVIA ... 5th Jan.
S.S. AMBRIA ... 12th March.	FOR HAVRE & HAMBURG:
	S.S. SCANDIA ... 15th Jan.
	FOR MARSEILLES, ROTTERDAM & HAMBURG:
	S.S. SITHONIA ... 20th Jan.

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HAMBURG-AMERIKA LINIE,
Hongkong Office.

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SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, etc. via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).
S.S. MANSHU MARU ... 5000 tons gross ... Sail Dec. 19th, at D'light
S.S. AMERICA MARU ... 6000 " " " Febr. 5th, 1910, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.
TOYO KISEN KAISHA, King's Building.

Hongkong, 7th December, 1909.

J.H.S. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

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TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION
PLAYS OF 1910.

Head Office for the Far East—
16, DES VEAUX ROAD,
HONGKONG.

Japan Office—
14, WATER STREET,
YOKOHAMA.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAPAN	Second half of Nov.	JAVA	First half of Dec.
TJIKINI	JAVA	First half of Dec.	JAPAN	First half of Dec.
TJIPANAS	JAVA	First half of Dec.	SHANGHAI	First half of Dec.
TJIBODAS	JAVA	First half of Dec.	JAPAN	Second half of Dec.
TJIMAH	JAPAN	Second half of Dec.	JAVA	Second half of Dec.
TJILATJAP	JAVA	First half of Jan.	JAPAN	Second half of Jan.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor,
Hongkong, 4th December, 1909.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA via MOJI, KOBE and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	FRIDAY, 17th Dec, at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAKAO & ANPING, via SWATOW, & AMOI.	"SOSHU MARU" Capt. K. Sugi	WED'DAY, 8th Dec, at Noon.
TAMSUI via SWATOW, & AMOI	"DAIJIN MARU" Capt. Y. KUBURAKI	SUNDAY, 12th Dec, at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave Hongkong	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
Steamer Tons	F.M. SATURDAY	Steamer Tons	SATURDAY	FRIDAY
ARCADIA ... 7000	February 5	MANTUA ... 11000	March 5	March 11
ASSAYE ... 7500	February 19	CHINA ... 8000	March 19	March 25
DELTA ... 8000	March 5	MALWA ... 11000	April 2	April 8
MACEDONIA 10500	March 19	(Through Steamer calling at Bombay)	April 16	April 22
DEVANHA ... 8000	April 2	MONGOLIA ... 10500	April 30	May 6
ASSAYE ... 8000	April 16	MARMORA ... 10500	May 14	May 20
DELTA ... 7500	April 30	MOBEA ... 11000	May 28	June 3
DELHI ... 8000	May 14	MOOLTAN ... 10500	June 12	June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):
1st SALOON £71.10 SINGLE, £135.14 RETURN.
2nd " £48.8 " £72.12 "

In addition to the above Mail Steamers the following:—
INTERMEDIATE (Non-Transshipment) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Due LONDON
SYRIA ... 6600	January about	26 March
SUMATRA ... 4600	February 9	26 March
NYANZA ... 6700	February 23	9 April
SUNDA ... 4670	March 6	23 May
MALTA ... 6050	April 20	6 June
SABDINIA ... 6570	May 4	18 June
NOBE ... 6700	May 18	2 July

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON (Including Surtax):
1st SALOON £55.0 SINGLE, £92.10 RETURN.
2nd " £38.10 " £57.4 "

* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT

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